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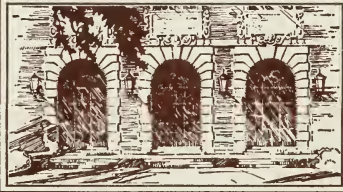
ILLINOIS HISTORICAL SURVEY



HISTORICAL INFORMATION ABOUT CHICAGO

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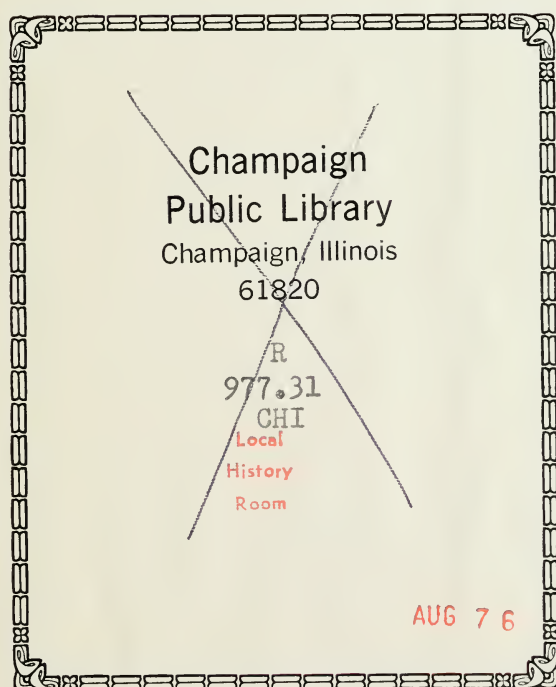
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HISTORICAL INFORMATION ABOUT CHICAGO

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HISTORICAL INFORMATION ABOUT CHICAGO

1673 DISCOVERY

Father Jacques Marquette, French-born missionary of the Jesuit order, and Louis Jolliet, Canadian explorer and mapmaker, were the first white men to view the land on which the City of Chicago was to stand. Returning with five other white men from exploration of the Mississippi River, Marquette and Jolliet struck out alone and found a large Indian village near the present city of Ottawa. Guided by friendly Indians in the Fall of 1673, the two men first traversed the region that is now Chicago.

1696-1700 MISSION OF THE GUARDIAN ANGEL

The Chicago area was traveled by traders and explorers for some years after 1673. Late in the century two Indian villages were settled at Chicago and in 1696 Father Francois Pinet, a Jesuit missionary, founded the Mission of the Guardian Angel. The mission was abandoned in 1700 when missionary efforts proved fruitless.

1779 JEAN BAPTISTE POINT du SABLE

Little is known about the Chicago area from 1700 until about 1779 when the pioneer settler of Chicago, Jean Baptiste Point du Sable, a Negro from Santo Domingo, built the first permanent settlement at the mouth of the river just east of the present Michigan Avenue Bridge on the north bank. Records do not agree on the precise spelling of the name of the first settler and it may be found variously as Pointe de Sable, Au Sable, Point Sable, Sabre and Pointe de Saible.

Du Sable, who appears to have been a man of good taste and refinement, was a husbandman, a carpenter, a cooper, a miller, and probably a distiller. In Du Sable's home, which he shared with his Indian wife, the first marriage in Chicago was performed, the first white child was born, the first election was held, and the first court handed down justice. The religion of the first Chicagoan was Catholic and every contemporary report about Du Sable describes him as a man of substance who started the story of Chicago as well as the story of the Negro in Chicago.

1795 THE TREATY OF GREENVILLE

In the summer of 1795, Indian tribes gathered at Fort Greenville in eastern Ohio to make peace with General Anthony Wayne, often called "Mad Anthony." Wayne had defeated the Indians at the Battle of Fallen Timbers on August 20, 1794, and the ensuing treaty, concluded August 10, 1795, opened most of the present State of Ohio for settlement and named certain tracts in the Indian country to the westward to be used by the United States for forts and portages. One of these was described as "one piece of land six miles square, at the mouth of the Chicago River, emptying into the southwest end of Lake Michigan." By this treaty between the federal government and Indians, a tract at the mouth of

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the Chicago River was ceded to the United States. This was the site of the future city of Chicago.

Milo M. Quaife in *Checagou: From Indian Wigwam to Modern City*, writes: "From every point of view, this is the most momentous real estate transaction in the history of Chicago. It embraced an area which today the fabled wealth of the Indies would scarcely suffice to purchase, and it directly prepared the way for the subsequent founding of Fort Dearborn. Although the tract was never formally surveyed, its approximate boundaries are easily indicated — from Fullerton Avenue on the north to Thirty-first Street on the south, and from the lake westward to Forty-eighth Avenue (Cicero Avenue); such were the dimensions of Mad Anthony's purchase."

1803-1812 THE FIRST FORT DEARBORN

It was not until 1803 that the War Department ordered the construction of a fort at the mouth of the river. Troops arrived in the area on August 17 and began building shelters and a stockade. A year later, Fort Dearborn, named in honor of the Secretary of War, was completed. For some years the garrison was peaceful and traders flourished. However, the outbreak of the War of 1812 with Great Britain moved the government to order the evacuation of the fort. The threatening attitude of the Indians led the entire population of the settlement to follow the garrison. After leaving the fort, the evacuees were attacked by Indians and many of the party were massacred and the fort was destroyed. In 1816 the fort was rebuilt and was thereafter occupied by United States troops for twenty-one years. In 1837 it was abandoned but the fort stood until 1856.

1818 ILLINOIS ADMITTED TO STATEHOOD

Chicago was under the jurisdiction of Indiana Territory and Illinois Territory from 1801 to 1818. In 1818, Illinois was admitted to statehood, and Chicago was placed successively under the counties of Crawford, Clark, Pike, Fulton, Putnam attached to Peoria, and in 1831, Cook County.

1830 THE THOMPSON PLAT — FIRST PLAT OF CHICAGO

In 1829 the State Legislature appointed a commission to dig a canal connecting Chicago with the Mississippi River by way of the DesPlaines and Illinois rivers and to lay out towns, to sell lots, and to apply the proceeds to the construction of the canal. The canal commissioners employed James Thompson, a civil engineer, to lay out the original town. On August 4, 1830, Thompson filed his survey and plat of the town of Chicago in Section 9, Township 39, Range 14, and thus Chicago received its first legal geographic location although the town was not incorporated until three years later.

1833 INCORPORATED AS A TOWN — ORIGIN OF NAME

On August 12, 1833, the Town of Chicago was incorporated with a population of 350. Incorporation was enabled by an act of the legislature, passed February 12, 1831, which provided that any community of over 150 inhabitants was authorized to incorporate as a town, with limits not to exceed one square mile in extent. The first boundaries of the new town were Kinzie, Desplaines, Madison, and State streets, which included an area of about three-eighths of a square mile.

The name "Chicago" derived from the Indians but it is not known which tribe named the town and many theories have been advanced to explain the origin of the name. One generally accepted is that the name comes from the Indian words for either wild onion or skunk, but some historians believe that the word Chicago denoted "strong" or "great." Dr. William Barry, first secretary of the Chicago Historical Society, wrote, "Whatever may have been the etymological meaning of the word Chicago in its practical use, it probably denoted strong or great. The Indians applied this term to the Mississippi River, to thunder, or to the voice of the great Manitou." M. M. Quaife in his book *Checagou* asserts that the signi-

ficance of the name was anything great or powerful.

1833-1835 LIMITS OF TOWN EXTENDED

On November 6, 1833, the limits of the town were extended to an area of seven-eighths of a square mile. A special act of legislature was passed February 11, 1835, and under its provisions the area of the Town of Chicago was extended to about two and two-fifths square miles, with a population of 3,265.

1837 INCORPORATED AS A CITY

Work had begun on the Illinois and Michigan Canal in 1836. The Indians had been moved to reservations, many immigrants were arriving, and real estate was becoming more valuable. With the growing population it was evident that a new and more liberal charter was needed. In November of 1836 a committee was formed to apply to the state legislature for a city charter, and adopt a draft to accompany the application. A charter was prepared by this committee and submitted to the people for approval at a mass meeting at the Saloon Building on Monday, January 23, 1837. After slight alterations, the charter was approved and sent to the legislature. There, after certain amendments, it was enacted into law on March 4, 1837. Thus, on this date, Chicago became a city with a population of 4,170. An election was held on the second of May, 1837, to choose the officers provided for in the charter. At this election William B. Ogden was chosen the first Mayor of Chicago; Isaac N. Arnold, clerk; and Hiram Pearsons, treasurer.

POPULATION OF CHICAGO BY DECADES 1830-1970

Following is listed the population of Chicago between 1830 and 1970. The 1830 figures are approximated. These figures are based on the census taken every ten years. Figures for intervening years are not given since only estimates are available.

Year	Chicago Population
1830	100
1840	4,470
1850	29,963
1860	109,260
1870	298,977
1880	503,185
1890	1,099,850
1900	1,698,575
1910	2,185,283
1920	2,701,705
1930	3,376,438
1940	3,396,808
1950	3,620,962
1960	3,550,404
1970	3,369,359

1840 FREE SCHOOLS ESTABLISHED

In 1837, when Chicago became a city, the members of the common council were made commissioners of schools for the city and ten school inspectors were elected. The schools were placed on a permanent and self-supporting basis by a special act of the legislature in 1839. In November, 1840, free public schools were permanently established and a Board of Inspectors was organized. The first public school house was built on Madison Street between Dearborn and State in 1844. This building was later destroyed in the fire of 1871. An act of February 25, 1845, defined the rate of school tax and authorized the council to impose one mill on the dollar. The charter of 1851 gave the council the power to establish and maintain schools and to manage school finance. In 1854 the first superinten-

dent of schools was elected and a charter amendment of February 16, 1857, established a board of education.

1848 ILLINOIS & MICHIGAN CANAL COMPLETED

In 1822, by a grant from Congress, Illinois acquired the right of way across about one hundred miles of public lands from the head of Lake Michigan to LaSalle for canal purposes. In 1827 Congress donated to the state a quantity of land "equal to one-half of five sections in width (about ninety feet), on each side of the canal, reserving each alternate section to the United States from one end of the canal to the other." The state legislature passed the canal bill in 1823. On July 4, 1836, ground was broken at Lockport and at Bridgeport and construction was finished in April, 1848, at an entire expense of \$6,170,226. The city council of Chicago donated \$2,500,000 in 1865 to deepen the canal to increase the current and dispose of city sewage. Deepening was completed in 1871 and after the great fire of that same year the state legislature refunded the money to the city.

1848 GALENA & CHICAGO UNION RAILROAD

The first railroad constructed out of Chicago, the Galena and Chicago Union, was chartered January 16, 1836, to connect Chicago with the lead mines at Galena. "The Pioneer," the first locomotive on the road, arrived at Chicago on October 10, 1848, nearly thirteen years after the charter was granted. In 1850 the Galena and Chicago Union Railroad was completed as far as Elgin. The railroad and the canal were vital in the development of Chicago and the population of the city tripled in the six years after the opening of the canal. Eventually other railroads were built and Chicago became the largest railroad center in the world.

1848 FIRST CITY HALL IN STATE STREET

See page 22 of this booklet.

1855 STREET LEVEL CHANGE

Structures in early Chicago were built directly upon the swampy ground a few feet above the lake level. Neither cellars nor sewers were possible. Vehicles were constantly mired in the muddy and unhealthful streets. In 1852 a Drainage Commission was incorporated by the legislature. The city council in 1855 and 1856 adopted resolutions ordering that the grades throughout the city be raised to a height which would insure proper drainage. The new grade ordered the street levels and buildings lifted bodily to heights varying from four feet to seven feet above the low water level of the river as adopted by canal trustees in 1847. For street grading, mud and sand from the river bed, as well as any other materials that could be had, were used and the streets began to rise above the level of the country like levees along a river. George M. Pullman, who had solved similar problems along the Erie Canal, engineered much of the lifting of early Chicago buildings. Buildings were jacked up and a foundation built under them without interrupting the occupancy of the building. By 1858 the city had succeeded in raising itself out of the mud. Early paving on the newly raised streets consisted first of planking; later macadam, wooden blocks, and paving stones were used.

1855 POLICE DEPARTMENT CREATED

See page 18 of this pamphlet.

1860 FIRST NATIONAL POLITICAL CONVENTION — ABRAHAM LINCOLN NOMINATED

When, in 1860, it was decided to hold the Republican National Convention in Chicago (the first national political convention to meet in Chicago), a special building called the "Wigwam" was erected. It was built on the southeast corner of Lake and Market Streets at a cost of five thousand dollars, the funds being raised by general subscription. On May 18, the third day of the convention,

nominations were presented. The third ballot gave Abraham Lincoln of Illinois 231½ votes, with 233 necessary for nomination. At this point the Ohio delegation changed its four votes from Salmon P. Chase of Ohio to Lincoln and Abraham Lincoln was nominated.

1861-65 THE CIVIL WAR

On the 12th day of April, 1861, Fort Sumter was fired on and on the 15th the President issued his first call for seventy-five thousand volunteer troops. Illinois was asked to furnish six regiments. In Chicago the first companies to assemble were the Chicago Light Artillery, afterwards known as Battery A, First Illinois Light Artillery, the Ellsworth's Zouaves, and some other volunteer organizations. Camp Douglas was opened in Chicago in 1861 for recruits. It was located on what was then open prairie, west of Cottage Grove Avenue, between Thirty-first and Thirty-third streets. Douglas Square, the Douglas monument, and the grave of Stephen A. Douglas are a little south of the site where the camp stood. Union military successes in the winter of 1865 brought the war to an end in April of that year, but the jubilant celebration soon turned to mourning when, on April 15, Abraham Lincoln died by assassination.

1865 CHICAGO UNION STOCK YARD COMPLETED

Tavern owners usually provided pastures and care for herds of cattle awaiting sale during Chicago's early days. With the advent of railroads, stock yards were set up and eventually there were a number of yards scattered over the city. Construction for a consolidated Union Stock Yard began in June, 1865, and the Union Stock Yard opened Christmas Day, 1865. The stockyard grew to occupy a square mile of land from 39th to 47th and from Halsted to Ashland. The stockyard saw its peak year in 1924 and then a gradual decline started caused by decentralization into regional markets and packing operations. The Chicago Union Stock Yard went out of business at midnight Friday, July 30, 1971.

1867 THE FIRST TUNNEL UNDER THE LAKE

Early Chicagoans had Lake Michigan water delivered to them by private water cart. In 1840, when Chicago's population had increased to 4,500, the Chicago Hydraulic Company, a private organization, built the first pumping station and reservoir at the corner of Lake Street and Michigan Avenue and drew water from 150 feet out into the lake. Twelve years later a three-man board of water commissioners was created and the city took over the water service. A pumping plant was built on the lake shore at Chicago Avenue and water was fed into three reservoirs located around the Loop area. It had already been established that purer water could be obtained if the intake was extended farther out into Lake Michigan, and an effort was made to place the intake crib 600 feet off shore. Rough water and inadequate technology made the project unsuccessful, and the intake had to be placed closer to the shore. The idea of a water tunnel under the lake was conceived. It was a revolutionary feat of engineering and brought international fame to its designer, Ellis S. Chesbrough. Chicago's first water tunnel was completed in 1867. It was two miles long and was dug through clay 60 feet under lake level and was lined to a finished diameter of five feet with two shells of brick. An intake crib built of timber (the original two-mile crib) was located two miles off shore at the lake end of the tunnel, and the shore end was connected to a new pumping station completed in 1869. This station is the existing Chicago Avenue pumping station. This new water system marked the real beginning to today's water works, employing cribs, tunnels, pumping plants, and, more recently, filtration and purification plants.

The Central Water Filtration Plant, designed to chemically treat and filter more than a million gallons of water per minute, went into full operation in late 1964. The plant furnishes water to over 2.8 million people in the area of Chicago north of Pershing Road and certain adjacent suburban communities. Two huge

tunnel systems carry water from the plant to seven pumping stations in the Central and North water districts.

The South Water Filtration Plant located at 79th and Lake Michigan serves the South Water District — over 1.8 million people. This plant went into service in 1947 and was later expanded to one-half the size of Central Water Filtration Plant. The Central Plant is an integral part of Chicago's vast water system which is valued at over a billion dollars. The system serves a total population of more than 4½ million people in an area of some 425 square miles, including Chicago and over 70 suburbs. The total plant and facilities of the system include 3 water intake cribs located about 2 miles off shore in Lake Michigan, the 2 largest water treatment (filtration) plants in the world, 11 strategically located pumping stations, and over 4,100 miles of water mains ranging in size from 4 to 60 inches in diameter.

Chicago's great Central Water Filtration Plant, by far the largest in the world, is located on the Lake front just north of Navy Pier.

The entire cost of the plant was financed with funds obtained from the sale of Water Works Certificates of Indebtedness. The interest and principal of these certificates are paid from revenues received from water charges. The Chicago Water System receives no tax monies — it is a self-supporting utility.

1869 CHICAGO WATER TOWER

In May of 1969, during the year of its Centennial Anniversary, the Chicago Water Tower was selected by the American Water Works Association to be the first American Water Landmark in the nation. The tower was completed in 1869 and survived the Great Chicago Fire of 1871. The architect was William W. Boyington and the tower is constructed of Joliet limestone blocks quarried in Illinois.

1869 FIRST TRAFFIC TUNNELS UNDER THE RIVER

As Chicago grew, river traffic became increasingly heavy and slow so that the bridges over the river would be raised for long periods of time, causing extensive traffic jams. In July, 1867, the city awarded a contract to J. K. Lake to construct the Washington Street traffic tunnel. It was completed January 1, 1869. This tunnel was 1605 feet long and cost \$517,000. The city's second tunnel, under LaSalle Street, was designed by William Bryson, who had been resident engineer for the first one. It was begun November 3, 1869, and opened to the public July 4, 1871. It was 1890 feet long and cost \$566,000. The LaSalle Street tunnel was in use until November, 1939, when it was closed during the construction of the Dearborn Street subway. The Washington Street tunnel was in use until 1953.

1871 THE GREAT FIRE

No one knows how the fire started in the cowbarn at the rear of the Patrick O'Leary cottage at 137 DeKoven Street on Chicago's West Side. The blaze began about 9 p.m. on Sunday, October 8, 1871. By midnight the fire had jumped the river's south branch and by 1:30 a.m., the business district was in flames. Shortly thereafter the fire raced northward across the main river. The waterworks were evacuated although the tower was not badly damaged and still stands. During Monday the fire burned as far as Fullerton Avenue. Rainfall which started about midnight helped put out the last of the flames. 300 Chicagoans were dead, 90,000 homeless, and the property loss was \$200 million. Chicago quickly rebuilt and by 1875 little evidence of the disaster remained. The 100th anniversary of the fire was commemorated during the period October 3-10, 1971, with a series of events including a fire centennial dinner during which the Mayor expressed thanks to cities and countries that sent money after the fire. Other events were a fire prevention parade on State Street and an enormous lakefront fireworks display.

1872 MONTGOMERY WARD — FIRST MAIL-ORDER HOUSE

In 1872 Aaron Montgomery Ward and his brother-in-law, George R. Thorne,

established the first mail-order business at Clark and Kinzie streets in Chicago, with \$2,400 capital. The first catalog consisted of a single-sheet price list, 8 by 12 inches, showing the articles for sale with ordering instructions. By 1904, three million catalogs weighing 4 pounds each were being mailed to customers.

Mr. Ward was frequently called "watchdog of the lakefront." Perhaps more than any other man, he was responsible for the preservation of the lakefront as a park. He went to court many times to preserve an ordinance barring buildings from the lakefront area.

1885 FIRST SKYSCRAPER

The Home Insurance Building, erected at the northeast corner of LaSalle and Adams streets (on the site now occupied by the west portion of the Field building), is called the first skyscraper. Nine stories and one basement were completed in 1885. Two stories were added in 1891. The architect, Major William Le Baron Jenney, created the first load-carrying structural frame, the development of which led to the "Chicago skeleton" form of construction and the big skyscrapers of later years. In this building, a steel frame supported the entire weight of the walls instead of the walls themselves carrying the weight of the building which was the usual method. After Jenney's accomplishment the sky was truly the limit so far as building was concerned. His first skyscraper revolutionized urban life because with higher buildings larger numbers of people could live and work in limited areas.

1886 THE HAYMARKET RIOT

Early in 1886 labor unions were beginning a movement for an eight-hour day. Serious trouble was anticipated and on May 1 many workers struck for shorter hours. An active group of radicals and anarchists became involved in the campaign. Two days later shooting and one death occurred during a riot at the McCormick Harvester plant when police tangled with the rioters. On May 4 events reached a tragic climax at Haymarket Square where a protest meeting was called to denounce the events of the preceding day. At this meeting, while police were undertaking to disperse the crowd, a bomb was exploded. Policeman Mathias J. Degan died almost instantly and seven other officers died later. Eight men were finally brought to trial and Judge Joseph E. Gary imposed the death sentence on seven of them and the eighth was given fifteen years in prison. Four were hanged, one committed suicide and the sentences of two were commuted from death to imprisonment for life. On June 26, 1893, Governor John P. Altgeld pardoned the three who were in the penitentiary.

The Haymarket Riot statue, a 9-foot bronze of a Chicago policeman of the 1880's, was erected in 1889 near the original site of the riot on Randolph Street near Halsted street as a tribute to the Chicago policemen who lost their lives in the Haymarket square riot of 1886. In 1892, the park district shifted it to Union Park and later relocated it to another spot in Union Park. In 1957 the statue was moved to the northeast corner of the bridge over the Kennedy expressway at Randolph Street. In October, 1969, and again in October of 1970 the statue was blown off of its pedestal in unsolved explosions. In January of 1972 it was moved to the lobby of police headquarters at 1121 S. State Street.

1889 JANE ADDAMS — HULL HOUSE

Hull House was opened by Miss Jane Addams in 1889 in the Charles Hull mansion at 800 S. Halsted street, built in 1856 by a wealthy real estate man. Aided by Ellen Gates Starr, Miss Addams helped hundreds of Chicago immigrants and others gain a place of self-respect in society. Miss Addams' campaigns for social and labor reforms were known the world over and she won a Nobel Peace Prize in 1931. In the years following 1889, about a dozen other buildings were added to house classes and clubs, a nursery school, the only library in the neighborhood, and one of the first gymnasiums in the country. Many of the neighbors

came to the center for weekly baths. The buildings of the two-block complex have, with two exceptions, now been leveled to make way for the University of Illinois campus. The original Hull mansion remains with much of the furniture used by Miss Addams. South of the original Hull House is the restored settlement dining hall, one of the first buildings in addition to the main house opened by Jane Addams. The hall is now used by University and community groups for meetings.

Hull House became a national historic landmark in June of 1967. Dr. Murray H. Nelligan of the National Park Service unveiled a bronze plaque beside the door designating the building as one of 750 national historic landmarks and said, "In my opinion, none of the national historical landmarks better signifies the achievements of the past while pointing the way to a brighter future for our cities than does Hull House."

1893 WORLD'S COLUMBIAN EXPOSITION

The "I Will" spirit of Chicago was notably illustrated by the World's Columbian Exposition. Designed to commemorate the 400th anniversary of the discovery of America by Columbus, it was also to bring attention to the enterprise and ingenuity of Chicagoans and the phenomenal growth of their city. New York was a strong contender for the location of the exposition but Chicago's energy and determination eventually secured the vote of Congress in favor of that city. Under the general supervision of Daniel H. Burnham, Jackson Park, then little more than a swamp, was transformed into a fabulous White City of classic buildings, statues and fountains. The beautiful Palace of Fine Arts won much acclaim and today it houses the Museum of Science and Industry. (The building was reduced to its original steel skeleton and brick walls and then reconstructed in permanent stone.) The Exposition opened May 1, 1893, ran for six months and attracted 27,539,000 visitors — almost half of the total number of people then living in the United States.

1900 FLOW OF CHICAGO RIVER REVERSED

The sewerage system of early Chicago was primitive, with gutters serving as drains in many streets. Improvements were made in the sewerage system using underground pipes, but they discharged either directly into Lake Michigan or into the river which flowed into the lake. The water cribs were being pushed farther out into the lake to escape the wastes, but the effort was not successful. People were plagued by typhoid fever, cholera and dysentery. In 1854, a cholera epidemic took the lives of 5½ per cent of the population. Deaths from typhoid fever between 1860 and 1900 averaged 65 per 100,000 population a year. The worst year was 1891, when the typhoid death rate was 174 per 100,000 persons. Disease resulting from water polluted by human waste brought about a state of emergency. In 1887 it was decided to attempt a bold engineering feat and reverse the Chicago River. Rudolph Hering, chief engineer of the drainage and water supply commission, noted that the Great Lakes drainage system was separated from the Mississippi River drainage system by a summit or ridge approximately 8 feet high located some 12 miles west of the lake shore. A plan was evolved to cut through that ridge with a canal from the southerly tip of the south branch of the Chicago River and carry the wastes away from the lake and down to the Mississippi River through the Des Plaines and Illinois rivers. The Metropolitan Sanitary District of Greater Chicago was created in 1889 under a law passed by the state legislature to effect this plan. To reverse the flow of the Chicago River, a 28-mile canal was built from the south branch of the river through the low summit and down to Lockport. It was completed in 1900. The flow in this canal, commonly known as the Sanitary and Ship Canal or main channel, is controlled by locks at the mouth of the Chicago River and at Lockport. Thus, Chicago had built the first of its own rivers to dispose of waste waters. In 1910 another small

artificial river was completed by building a dam, lock, and pumping plant at Wilmette and by digging the North Shore channel, connecting Lake Michigan with the north branch of the Chicago River. The wastes from the north suburban communities of Evanston, Wilmette, Winnetka, and others were diverted away from the lake and drained through the newly created main canal. This artificial channel is 8 miles long. In 1922, the third of Chicago's artificial rivers was created. This river, the Cal-Sag channel, extends 16 miles westward from the Little Calumet River at Blue Island to a junction with the main canal. Here again, the flow of a natural river was diverted away from Lake Michigan and into the main drainage system flowing to the west. Today the entire waterway system consists of 71 miles of canals, channels, and rivers.

The Metropolitan Sanitary District of Greater Chicago, when created in 1889, covered 185 square miles of Chicago and some western suburbs. The district now covers 858 square miles including nearly all of Cook County. The district presently serves Chicago, 114 other cities and villages, and 20 smaller local sanitary districts. At the time the sanitary district was formed the science of sewage treatment was practically unknown. However, research had begun and in 1930 the court ordered construction of sewage treatment plants in order to cut down on water diversion from Lake Michigan. The sanitary district has since built three sewage treatment plants. In 1955, the American Society of Civil Engineers selected the Metropolitan Sanitary District of Greater Chicago as one of the seven engineering wonders of the United States.

1901 CHICAGO FREIGHT TUNNELS

The construction of freight tunnels in Chicago was begun in 1901 under a franchise granted by the City of Chicago to the Illinois Telephone and Telegraph Company, dated February 20, 1899, to carry telephone and telegraph wires and cables. By 1903 about twenty miles of tunnel for telephone uses had been constructed and the company ran out of funds. The properties were sold to a new corporation known as the Illinois Tunnel Company. The new interests continued the construction of a comprehensive system of tunnels and on November 30, 1904, they organized a new company, the Chicago Warehouse and Terminal Company, whose function it was to build tunnels under railroad and private property and connecting shafts and elevators to buildings, railroad freight houses, shippers' premises and universal freight stations. In 1909 the work of construction by the two companies was completed. Rolling stock and equipment was procured and operations began. About thirty million dollars had been expended. Soon after operations began, the company proved financially unsound. Receivers were appointed on December 1, 1910. On May 1, 1912, the properties and franchises of the Illinois Tunnel Company were purchased by the Chicago Tunnel Company. The properties of the Chicago Warehouse and Terminal Company were restored to it and the two companies operated as one system. There were approximately 62 miles of tunnels and connections running 40 feet beneath most of the downtown streets, all equipped with track of two feet gauge and with trolley for the use of electric locomotives. The Chicago Tunnel Company and the Chicago Tunnel Terminal Company, operators of the system, discontinued operation in July, 1959, and both companies' assets were liquidated. The tunnels are still maintained by the Department of Public Works, but there are no present plans to utilize them.

1903 IROQUOIS THEATER FIRE

On December 30, 1903, Chicago experienced one of its most heartbreaking disasters. The Iroquois Theater, believed to be fireproof, was presenting Eddie Foy in "Mr. Bluebeard" to a capacity matinee house with many children in attendance. Suddenly a piece of scenery caught fire and within minutes the flames were out of control. The audience panicked. Many exits were locked.

The lights had gone out. In little more than 15 minutes, 596 people lost their lives. One result of the horrible tragedy was the adoption of a new set of safety regulations for theaters.

1907 FIRST AMERICAN NOBEL PRIZE WINNER IN SCIENCE FROM UNIVERSITY OF CHICAGO

Albert Abraham Michelson (1852-1931), one of the world's most distinguished physicists, became head of the physics department at the University of Chicago in 1892 and held that post until he retired in 1929. In 1907 he won the Nobel prize in physics for his optical instruments of precision and the spectroscopic and metrological investigations which he carried out by means of them. He was the first American scientist to receive the honor.

1908 STREET NUMBERING CHANGE

By ordinance of June 22, 1908, and by amendments June 21, 1909, and June 20, 1910, Chicago's street numbering system was revised. The system established two base lines where all numbering began: State Street running north and south, and Madison Street, running east and west. 800 numbers were assigned to each mile or 100 numbers to each one-eighth of a mile, and such numbers changed to the next succeeding one hundred at the intersecting street nearest the one-eighth of a mile line. An exception was between Madison Street and 31st Street where 1200 numbers were assigned between Madison Street and 12th Street, 1000 numbers between 12th Street and 22nd Street, and 900 numbers between 22nd Street and 31st Street. Even numbers indicated a building on the north or west side of a street, while odd numbers meant a location on the south or the east side of a street. This numbering scheme is still in use.

1909 CHICAGO PLAN PUBLISHED — FIRST COMPREHENSIVE OUTLINE OFFERED TO AN AMERICAN CITY

The Plan of Chicago was a work formally undertaken by the Merchants Club in 1906 and continued by the merged Commercial and Merchants Clubs, known as the Commercial Club of Chicago. The Plan of Chicago proposed the moral up-building and physical beautification of Chicago, which included better living conditions for all people, reclaiming the lake front for the public, increasing the park areas and public playgrounds, and a scientific development of the arteries between the different sections of the city. Daniel Hudson Burnham, world renowned architect and resident of Chicago, took charge of the details of the plan. He gave his genius to the task without charge, assisted by Edward H. Bennett. In 1909 the entire plan was published by the Commercial Club. It was the first comprehensive outline of development ever offered to an American city. On July 6, 1909, the City Council of Chicago granted Mayor Fred A. Busse permission to appoint the Chicago Plan Commission. On November 1, 1909, the City Council approved Mayor Busse's appointment of the 328 men selected as members of the Commission — men broadly representative of all the business and social interests of the city. Charles H. Wacker was appointed permanent chairman by the Mayor. With Walter D. Moody as managing director, the Plan Commission undertook a vast information program. As a result, the public accepted Burnham's proposals for the reclamation of the lake front and park lands, the creation of the green belt of forest preserves, and the straightening of the Chicago River. Following Wacker's retirement in 1925, James Simpson and Col. Albert A. Sprague directed the programming of a comprehensive super-highway system, the Outer Drive Bridge and additional straightening of the Chicago River. Throughout the Depression, the Plan Commission worked closely with other city and county agencies to help arrest the rapid growth of blight. In 1939, Plan Commission membership was reduced but formally established by ordinance. Under chairman George T. Horton and Aubrey H. Mellinger, the

emphasis was shifted from public works to housing and community development. The chairmanships of Nathaniel Owings and Col. William M. Spencer stressed re-zoning of the city, the adoption of a housing code, the development and effectuation of the expressway plan and the increasing emphasis on redevelopment of slums and conservation of aging neighborhoods. In 1956, the Chicago Plan Commission was reconstituted and the Department of City Planning was established. The Commissioner of the Department of City Planning was a member of the Mayor's cabinet, and the ex-officio secretary of the Chicago Plan Commission. City planning activities were thus elevated to the executive level, making planning an integral part of city government. Today the Chicago Plan Commission, a continuing body, acts in an advisory capacity to the Department of Development and Planning (formerly the Department of City Planning) which has produced the current Comprehensive Plan of Chicago (1966). The Comprehensive Plan has a three-dimensional approach: improve the physical structure of the city; strengthen its economic base; and open its opportunities to all.

1911 DEDICATION OF PRESENT CITY HALL

See page 23 of this booklet.

1915 EASTLAND DISASTER

On the morning of July 24, 1915, the lake passenger steamer Eastland cast off from the Chicago River dock at the Clark Street Bridge with 2,500 people aboard. Immediately the ship listed away from the dock, righted herself, listed again and slowly rolled over on her side and settled on the mud of the river bottom. Some of those on board, all Western Electric Company employees and their families, were able to jump into the water and swim ashore, but 812 excursionists lost their lives before rescuers reached them, making the Eastland disaster by far the worst in the city's history in terms of loss of life.

1927 MUNICIPAL AIRPORT OF CHICAGO (MIDWAY) OPENED

Chicago's first airport, the Chicago Municipal Airport, was completed late in 1927 and early in December of that year it was being used by all of the carriers engaged in air traffic to and from Chicago. Up to that time the carriers had made the aviation field at Maywood their Chicago port. The original municipal field was 320 acres in size. It was bounded by South Cicero and South Central avenues and West 59th and West 63rd streets. On December 12, 1949, the Chicago Municipal Airport was renamed Chicago Midway Airport in keeping with Chicago's geographical position. From 1945 to 1958, Midway airport was the world's busiest air terminal but it eventually was virtually abandoned when the air lines switched their operations to the bigger O'Hare field with the advent of the large jetliners. However, in 1967 an enormous rebuilding and refurbishing job was started on Midway and early in 1968 the major airlines resumed their services at that terminal easing the jammed conditions at O'Hare Field. The identification symbol ORD used for O'Hare Field derives from the original name of the field, Chicago Orchard Airport (Douglas) which was changed to Chicago-O'Hare International Airport on December 12, 1949, by action of the City Council.

1928 STRAIGHTENING OF THE CHICAGO RIVER

The straightening of the south branch of the Chicago River between Polk and 18th streets was under discussion for many years before actual work was begun. It was one of the important features of the Burnham Plan of Chicago developed in 1907 and was first officially recognized in the Union Station Ordinance of 1914 which made some preliminary provisions as to the location of the new channel. The project involved removing the bend from the river and digging a new channel about 850 feet farther west of Clark Street. For years the normal expansion of the central business district to the south had been prevented by the barrier of the

river bend and of the railroads that had blocked its connections with the Loop. The resulting improvement enabled the railroads to construct terminals more suitable to their needs and opened new through streets from the Loop, thus greatly increasing the value of the immediately adjacent property. The actual construction was started September 20, 1928. The work ended in December, 1930, when the filling of the old river channel was completed. Funds for construction were provided by the City of Chicago and the various railroad companies involved. The total cost of the project was approximately \$10,200,000, and the cost to the City of Chicago was about \$3,322,000.

1933-34 A CENTURY OF PROGRESS

A Century of Progress was organized as an Illinois not-for-profit corporation in January of 1928, having for its charter purpose the holding of a World's Fair in Chicago in 1933. The site selected was the land and water areas under the jurisdiction of South Park Commissioners lying along and adjacent to the shore of Lake Michigan, between 12th and 39th streets. The theme of the exposition was to be the progress of civilization during the century of Chicago's corporate existence. Rufus C. Dawes was selected president of the Board of Trustees and Lenox R. Lohr the general manager. The fair was opened on May 27, 1933, when the lights were turned on with energy from the rays of the star Arcturus. The rays were focused on photo-electric cells in a series of astronomical observatories and then transformed into electrical energy which was transmitted to Chicago. A Century of Progress drew 39,000,000 visitors (it was repeated in 1934) and for the first time in American history an international fair paid for itself. This fair presented many new ideas in the use of lighting and color but did not have the architectural influence of the World's Columbian Exposition.

1942 DECEMBER 2 — FIRST CONTROLLED ATOMIC REACTION

On December 2, 1942, Italian physicist Enrico Fermi and scientists from his laboratory achieved the first controlled release of nuclear energy on the squash court beneath the stands of Stagg Field at the University of Chicago. In February of 1942 the noted Italian physicist, who was the first to split the uranium atom, was invited by the Metallurgical Laboratory of the Manhattan Project to come to Chicago to conduct secret experiments which might achieve a controlled nuclear chain reaction in uranium-235, and ultimately an atomic bomb. At 3:25 p.m. on December 2, 1942, atomic power was produced, kept under control and stopped. Fermi died in 1954 and a monument in his honor is the \$12,000,000 Fermi Institute for Nuclear Studies built by the University of Chicago after World War II, in part at the urging of scientists who felt the university, a leader in producing the atom bomb, should also be a leader in peaceful nuclear research.

1943 CHICAGO'S FIRST SUBWAY OPENED

Work on the city's first subway began December 17, 1938. Mayor Kelly and Secretary of Interior Harold L. Ickes turned the first spades of earth in North State Street near Chicago Avenue. A deep shaft was then executed for access to the line of the subway where mining operations began. Mining through the soft, watery clay underlying the city was a difficult engineering task but it was accomplished without a single cave-in. The subway was opened October 17, 1943. On June 22, 1958, Chicago achieved another first when the West Side Subway was opened. This was the first significant project providing rail rapid transit in the grade-separated right-of-way of a multi-lane automobile expressway and attracted world-wide attention. Transit officials from all parts of the world have come to Chicago to obtain first-hand knowledge of the project.

1947 CHICAGO TRANSIT AUTHORITY CREATED

The Chicago Transit Authority was established by legislation approved April 12, 1945, and ratified by a referendum of the voters of Chicago and Elmwood

Park on June 4, 1945. On June 4, 1945, also, the voters of Chicago approved the granting of a 50-year franchise to the Chicago Transit Authority, giving it the exclusive right to operate local transit facilities in Chicago's streets and the privilege of operating the city-owned subways. The CTA began local transit operations October 1, 1947, by purchasing the properties of the Chicago Surface Lines and the Chicago Rapid Transit Company. On October 1, 1952, the Chicago Transit Authority purchased the Chicago Motor Coach Company, thus becoming owner and operator of the city's three local transit systems that for years had operated as separate, competing companies. In 1953, the CTA purchased the elevated right-of-way and operating fixtures from Montrose Avenue, Chicago, to Linden Avenue, Wilmette. Purchase of these properties was financed by the sale of revenue bonds to private investors. The Chicago Transit Authority is a self-governing, self-regulating governmental agency, separate and apart from all other governmental agencies. It owns and operates Chicago's major local transit facilities on a service-at-cost basis.

1955 MAYOR RICHARD J. DALEY ELECTED

Richard J. Daley was first elected Mayor of Chicago in April, 1955, becoming the 39th Chief Executive in the history of the city. (The April, 1955 mayoral election was the 65th mayoral election. A number of mayors served multiple terms.) He was reelected in 1959, 1963, and in 1967 he became the first Chicago Mayor to be elected for a consecutive fourth four-year term. On April 23, 1969, Mayor Daley set a new record for serving as mayor longer than any other man in Chicago's history — a total of 14 years and 3 days. In 1975 Mayor Daley once again broke precedent when he was elected for a sixth four-year term as Mayor of Chicago.

1956 CONGRESS EXPRESSWAY OPENED — RENAMED DWIGHT D. EISENHOWER EXPRESSWAY JANUARY 10, 1964

The Congress Street superhighway was conceived in 1909 when Daniel H. Burnham wrote in *Plan of Chicago*: "It is within reasonable financial possibility to develop a great avenue, extending from Michigan Avenue throughout the city and westward indefinitely. This would result in providing for all time to come a thoroughfare which would be to the city what the backbone is to the body. The selection of Congress Street for development into a broad cross avenue is urged." The Congress Street expressway was the first major route of the Comprehensive Superhighway System of Chicago, which received the stamp of approval from the City Council of Chicago in 1940. It was on October 31, 1940, that the Congress Street superhighway (west route) was incorporated into the 67-mile system and its construction authorized. Then followed the involved task of acquiring the necessary right-of-way through thickly populated areas, the moving of thousands of people and scores of large and small commercial and industrial plants and offices, and finally the razing of buildings which ranged from 10- and 12-story structures of steel, concrete, and brick to modest wooden structures. On December 7, 1949, the first dirt was turned for the great superway. The financing, design and construction was done by the City of Chicago, the County of Cook, and the State of Illinois under a three-way agreement. The State of Illinois used federal funds allotted by the Bureau of Public Roads for part of the financing. On December 15, 1955, the initial section of the route was completed and opened to traffic by the County and the State, between South Ashland Avenue and South Laramie Avenue. On August 10, 1956, the City and the State opened the section from Grant Park to South Ashland Avenue. The estimated cost of the Congress Street superhighway, including right-of-way, construction and engineering, was \$100,000,000. An estimated 13,000 people were moved: 3,500 families and 1,500 single persons. About 450 commercial and industrial firms moved to other quarters. On January 10, 1964, the Chicago City Council renamed

the Congress Expressway the Dwight D. Eisenhower Expressway. The action honoring the former President and World War II hero was unanimously approved.

A noteworthy achievement in modern transportation was introduced when Chicago became the first city to combine rapid transit and a highway by putting Chicago Transit Authority trains in the median strip of the Congress Expressway. This new West Side Subway extension was officially opened in June, 1958. Later Chicago developed the second such line in the Dan Ryan Expressway and the third in the Kennedy Expressway.

1958 OUR LADY OF THE ANGELS SCHOOL FIRE

Shortly before classes were to be dismissed on December 1, 1958, fire broke out at the foot of a stairway in the Our Lady of the Angels school. Ninety pupils and three nuns at this Roman Catholic grade school lost their lives when smoke, heat, and fire cut off their normal means of escape through open stairways and corridors. Seventy-seven were seriously injured. As a result of the tragedy, ordinances to strengthen Chicago's fire code and new amendments to the State fire code were passed. Also, the National Fire Protection Association estimated that hundreds of schools across the nation were safer because, according to a NFPA survey, about 68% of all U.S. communities inaugurated and completed fire safety projects after the Our Lady of the Angels holocaust.

1959 INTERNATIONAL TRADE FAIR CELEBRATES OPENING OF ST. LAWRENCE SEAWAY — QUEEN ELIZABETH'S VISIT

The Chicago International Trade Fair, July 3-18, 1959, at Navy Pier was sponsored by the Chicago Association of Commerce and Industry to celebrate the opening of the St. Lawrence Seaway which made Chicago one of the great seaports of the world. Nations from all parts of the world shipped thousands of products for display at the fair. A highlight of the event was the visit of Queen Elizabeth II and Prince Philip. They sailed down the newly opened seaway in the royal yacht Britannia which dropped anchor in the Chicago Harbor. It was the first time in history that a reigning British monarch had set foot on Chicago soil and Chicago's welcome was elaborate and tumultuous.

1960 NORTHWEST EXPRESSWAY COMPLETED — NOVEMBER 29, 1963 RENAMED THE JOHN F. KENNEDY EXPRESSWAY

On November 5, 1960, the city's new 16-mile, \$237 million Northwest Expressway was opened providing a direct route from the Congress Expressway (later renamed Eisenhower) to O'Hare International Airport. The expressway was built by the State of Illinois, Cook County, and the City of Chicago and was first visualized 33 years earlier in a report issued by the Chicago Plan Commission. It was estimated that savings in time to motorists using the Northwest Expressway would be about 60,000 man-hours per day and bring downtown Chicago 20 minutes closer to northern suburbs and 40 minutes closer to far northwest suburbs. The huge traffic volumes carried by the Northwest emphasize the profound importance of the role such a facility can play in a metropolitan area's total traffic pattern and in its growth and development. On November 29, 1963, the Chicago City Council unanimously voted to change the name of the Northwest Expressway to the John Fitzgerald Kennedy Expressway. The act came at 12:37 p.m., one week almost to the minute from the time that President Kennedy had been struck down by an assassin's bullets in Dallas. A rapid transit line in the median strip of the Kennedy Expressway went into service February 1, 1970, after dedication ceremonies January 30. Expressway median rapid transit is an innovation of Chicago planners and engineers. By designing the Kennedy median to accommodate rapid transit, it was possible to achieve substantial savings in right-of-way acquisition costs.

1962 DAN RYAN EXPRESSWAY OPENED

The 14-lane Dan Ryan Expressway, one of the world's widest expressways, was opened December 15, 1962, and was named for Dan Ryan, President of the Cook County Board of Commissioners who died in 1961. He was one of the prime movers of the entire expressway system in Chicago. The Dan Ryan uses the "dual-dual" design which consists of seven-lane widths in each direction split into four lanes of high-speed through traffic and three lanes of collector-distributor traffic. A new expressway median rapid transit service, the Dan Ryan Rapid Transit line, opened September 28, 1969, providing direct mass rapid transit to South Side residents.

1964 SOUTHWEST EXPRESSWAY OPENED SEPTEMBER 1, 1965 — RENAMED ADLAI E. STEVENSON EXPRESSWAY

In 1818, a trip by river and portage from downtown Chicago to the Des Plaines River mouth near Summit, a distance of 11 miles, required about three days. On October 24, 1964, with the opening of the Southwest Expressway, the same trip could be made in twenty minutes. The 15.5 mile expressway connected at the east with the Dan Ryan and at the west with U.S. 66 at the Du Page County line (in 1966 extended from the Dan Ryan to Lake Shore Drive at the east.) On September 1, 1965, the Southwest Expressway was renamed the Adlai E. Stevenson Expressway in honor of the late United Nations ambassador and former governor of Illinois.

CROSSTOWN EXPRESSWAY — BRIEF CHRONOLOGY

1. Crosstown Expressway planning began at close of World War II.
2. 1960, public attention accelerated when Chicago Motor Club stressed need for a north-south expressway in the vicinity of Cicero Avenue.
3. 1962, state highway department began work on proposed freeway plans.
4. 1964, Federal Bureau of Public Roads approved the city and state's proposal to build the freeway.
5. 1965, city announced that the expressway would be elevated over the Belt Railroad's right-of-way for nearly all of its 22.5 miles, but civic and professional groups felt that such "stiltway" construction would mar the urban landscape.
6. 1968, the federal government ordered the city to change its "stiltway" plans and provide for a depressed route instead. Also, the federal government, for the first time in highway planning, told the designers to tie in highway planning with planning for the community as a whole. Subsequent to 1968, Crosstown planning continued slowly as a result of community hearings and protests.
7. **Cost:** Expected to cost more than \$1 billion in federal, state, county, and city funds and to take at least seven years to build, it would be the longest and costliest expressway in the city. Ninety per cent of the \$1 billion cost, about \$900 million, would come from the federal government. The city, county, and state's contributions would be 10 per cent, about \$33.3 million each. The money would come from each government's share of the gasoline tax.
8. **Location:** The Crosstown Expressway, to be known officially as Int. Hwy. 494, was designed to angle through the city's West and South sides, roughly extending along Cicero Avenue, from near the junction of the Edens and Kennedy expressways to 69th street, along Cicero Avenue, then southeast to 75th Street and Central Park Avenue, and continuing either along 75th to a link-up with the Dan Ryan Expressway, or southeast to Int. Hwy. 57.

1966 CIVIC CENTER DEDICATED

On May 2, 1966, the 31-story Civic Center was dedicated. The \$87 million project was started February 28, 1963, and in May of 1965 the first occupants moved in. The exterior of the huge building is of glass and a special steel alloy metal that develops a permanent russet-colored oxide coating. Half of the building is occupied by the Circuit Court of Cook County with 111 court rooms and 8 hearing rooms. The Appellate court and Illinois Supreme court have space on the 30th floor. Court-related activities such as the clerk, bailiff, sheriff, and state's attorney's offices occupy about one-fourth of the building. City and county officers have the remainder of office space including the Chicago Board of Health, Cook County Highway Department, and the Cook County Law Library. In dedicating the new building, Mayor Richard J. Daley noted that the new building had just been awarded highest honors for beauty and utility by the Chicago Association of Commerce & Industry and the Chicago Chapter of the American Institute of Architects. The Civic Center was built by the Chicago Public Building Commission and financed by revenue bonds.

1967 JANUARY 16 — THE McCORMICK PLACE FIRE

McCormick Place, the world's largest exposition hall, officially opened November 18, 1960. The 40-million dollar building on Chicago's lakefront was a tremendous commercial success. On January 16, 1967, with the National Housewares Manufacturers' Association exhibit about to open, the great building was destroyed by fire. The resulting Mayor's Committee to Investigate McCormick Place Fire recommended a number of revisions to the Chicago Municipal Code. Work on the new McCormick Place was begun in May, 1968, using the lower level of the old building. The new McCormick Place was opened January 3, 1971. Twice as big as the original McCormick Place, the new structure has a massive roof spanning 18½ acres with a main hall 50 feet high. The new \$95 million center is equipped with a \$3 million fire detection and prevention system which includes 40,000 sprinkler heads.

1967 AUGUST 15 — PICASSO STATUE UNVEILED IN CIVIC CENTER PLAZA

The Chicago Picasso, as it is generally referred to, was unveiled in the Civic Center Plaza on August 15, 1967. Executed from Picasso's 42-inch steel model, the finished sculpture is 50 feet high and weighs 162 tons. The material for the sculpture is of the same type of steel as was utilized for the exterior of the Civic Center building and this steel, after sufficient exposure, will gradually achieve a similar patina. Fabricated by the United States Steel Corporation under the supervision of the Civic Center architects and engineers, the sculpture was completely pre-assembled in Gary, Indiana, disassembled, shipped to the Civic Center, and reassembled in its final form.

About four years before the time of the unveiling, the famous artist Pablo Picasso had been approached by Chicago architect William Hartmann with an invitation to produce a model for a monumental sculpture which would be erected in the Civic Center. It seemed a remote possibility that Picasso might be interested in the project. However, after the first visit of Mr. Hartmann and his colleagues to the Picasso villa on the French Riviera, it became apparent that the idea of such a major work for Chicago did appeal to him. By May of 1965 Picasso had completed a model that satisfied him. Three eminent foundations came forward to underwrite the cost of fabricating and erecting the sculpture. They were the Woods Charitable Fund, Inc., the Chauncey and Marion Deering McCormick Foundation and the Field Foundation of Illinois. Picasso refused a fee for his work (experts agreed that the market value of the work was far beyond the funds available) but preferred to give the design and the model as a "gift to the people of Chicago." Chicago received many expressions of congratulations on its important acquisition. *Time Magazine* praised the city's "vigor and vision"

and described the Chicago Picasso as "one of the most magnificent windfalls in its history." The Mayor and members of the City Council in council meeting May 9, 1973, publicly paid tribute to the famous artist following his death on April 8, 1973. The resolution read, in part, "Pablo Picasso became a permanent part of Chicago, forever tied to the city he admired but never saw, in a country he never visited, on August 15, 1967. It was on that day that the Picasso sculpture in the Civic Center Plaza was unveiled . . . it has become a part of Chicago, and so has its creator Picasso."

1971 CHICAGO FIRST MAJOR CITY WITH 100% REFUSE INCINERATION

In the Spring of 1971, Chicago became the first major city in the nation to stop dumping its raw garbage into open landfill sites. The Chicago Northwest Incinerator, which went into operation at this time, has a capacity of 1600 tons per day. The plant, located at Chicago Avenue and Kenton Street in a new and developing industrial park, is the largest of its kind in the Western Hemisphere and includes a bulk refuse grinding station. Completion of this plant provided the City with the capability to burn all of its refuse without major hazards to the environment. The Department of Streets and Sanitation operates this plant in addition to three other incinerators.

BRIEF HISTORY OF THE CHICAGO FIRE DEPARTMENT

In 1833 when Chicago was incorporated as a town, it was protected from fire by a company called the "Washington Volunteers." During this year the first fire ordinance was passed making Fire Warden Benjamin Jones responsible for monthly inspection of all buildings to insure that no stovepipes passed through any roof, partition, or wall of a building unless guarded by tin or iron six inches from the wood. A fine of five dollars could be levied for any violation of the law, the fine to be repeated if the cause of complaint was not removed within 48 hours. The following year the town was divided into four wards, and in each a warden was appointed to make a monthly inspection to ensure compliance with the ordinance. In case of fire, the wardens had the power to call on citizens or bystanders to assist in putting out the blaze. The fire-bucket ordinance of 1835 required every occupant or owner of a store or dwelling "to have one good painted leather fire-bucket, with the initials of the owner's name painted thereon" for each fireplace or stove in the building, the bucket to be hung within easy reach. Thus the Fire Department and Bureau of Fire Prevention had their start. The engine house was on LaSalle Street where City Hall now stands, and covered an area of twelve by twenty-four feet which contained a cistern made of pine lumber large enough to hold two hogsheads of water. Two hand-engines were used by this early fire department.

The first paid fire department was organized on August 2, 1858. Steam engines and a fire-alarm telegraph system were then purchased for the first time. The hose carts were at first drawn by men running at top speed, but the engines were drawn by horses. The first fire-alarm boxes were installed in 1865. The most destructive fire that Chicago had yet experienced occurred October 19, 1857. Twenty-three lives were lost and property damage was extensive. As a result of this fire, the Citizens Fire Brigade of Chicago was formed on November 19, 1857. Consisting of businessmen and insurance companies, the duties of the brigade were to take valuable goods from burning buildings and prevent damage by water and thievery. The Fire Insurance Patrol, organized October 2, 1871, had its beginning in this Citizen's Fire Brigade. The great fire of 1871 (October 8) led to a reorganization of the Fire Department on a military basis. The city was divided into 18 battalion districts, the companies in each comprising a battalion, under the charge of an Assistant Fire Marshal or Battalion Chief.

The fire department stopped using horses for fire trucks February 5, 1923, with Fire Engine 11, at 10 East Austin Avenue. Fire alarm box 846 at State and

Chicago Avenue was pulled at 12:40 p.m. and, with the horses scrubbed and groomed, the old steamer rolled out of the swinging doors for the last time. While they were gone the new motor apparatus was backed into place, and the motorization of the Chicago Fire Department was an accomplished fact. The drivers took a cheer from the crowd on the return to the firehouse and then the horses were taken to the House of Correction to be sold.

An important date in the more recent history of the Fire Department is January 1, 1958, when the Bureau of Fire Investigation was created. Prior to its inception, the sources of many of Chicago's fires went undetermined. Knowledge of the causes of fires has proved to be extremely valuable not only in the prevention of potential fire, but in aiding insurance companies in their investigations and increasing the protection of the citizens of Chicago. All of the personnel assigned to this unit have completed arson courses at various universities throughout the country and are thoroughly trained in their respective fields. Another recent milestone in Chicago Fire Department history was the construction of the Fire Academy, a \$2.5 million Fire Department complex with the most modern training school in the country. Built on the site of the famous O'Leary home where the great Chicago Fire of 1871 started, the Fire Academy was dedicated in May, 1961. The Fire Department was the first to receive an approved license for a rooftop heliport on the five-story drill tower which is a part of the Fire Academy complex. The copter, permanently based at Meigs Field, can land on the drill tower roof in about four minutes after an emergency occurs and is able to provide fast and direct transportation to the scene of an emergency. Today the Fire Department of the City of Chicago consists of the Bureau of Fire Prevention, the Bureau of Fire Control and Extinguishment, the Bureau of Fire Inspection, the Division of Fire Alarm and Telegraph, and the Division of Equipment.

In November, 1964, the City of Chicago earned the coveted Class Two rating by the National Board of Fire Underwriters' Survey, thus reducing fire insurance rates some \$2.5 million per year.

BRIEF HISTORY OF THE CHICAGO POLICE DEPARTMENT

In the early days of Chicago, the persons living in the area relied for protection upon the soldiers stationed at Fort Dearborn. When, by 1831, the population of the settlement had reached 350, the settlers decided to vote for incorporation as a town and elected their first Board of Trustees on August 10, 1833. Under this board, the first jail, a log house, was constructed. Although some ordinances to maintain order were passed, no record exists of any early peacekeeping force. When the town became a city in 1837, provision was made for the election of a High Constable and the appointment by the Common Council of one constable from each of the city's six wards. The size of the police force increased slowly, for by 1850, it still only consisted of nine men.

Dr. Levi D. Boone was elected mayor of Chicago in March of 1855 as the candidate of the American or "know-nothing" party and the new council quickly passed ordinances which provided for the creation of a police department with a force of eighty to ninety men. Policemen had to be native-born, and this in spite of the fact that half of the population was foreign-born. As the nativist fervor of 1855 died down, changes again took place within the police department. The city was divided into three police precincts, with a station house in each precinct. Station No. 1 was located in a building on State Street between Lake and Randolph Streets; No. 2 was on West Randolph near DesPlaines Street; and No. 3 was on Michigan near Clark Street.

The state legislature passed in 1861 a law which set up a police board as an executive department of the City of Chicago. This law placed sole authority over the department in the hands of the three new police commissioners and effec-

tively deprived the mayor of the power to interfere in the control of the police force. At this time the title of superintendent of police was first used to designate the head of the department.

Charges of police corruption in the late 1860's and 1870's convinced the 1875 Illinois state legislature to revise the 1861 law. The board of police commissioners was abolished and provision was made instead for a single police commissioner to be appointed by the mayor with the approval of the council. The city council then passed an ordinance which established the office of city marshall, an individual whose responsibilities were to be those previously shouldered by the board of commissioners.

In 1913 the council passed another reorganization ordinance which proclaimed that the superintendent, captains, lieutenants, sergeants and patrolmen should all be known as "policemen" and would therefore comprise the "police force" of the city.

The "Summerdale Scandals" of 1960 brought about a massive reorganization of the police department. Mayor Richard J. Daley appointed a committee to recommend new methods to improve the department and to select someone to serve as police superintendent. As head of that committee he designated Orlando W. Wilson, professor of police administration and Dean of the School of Criminology, University of California. The committee recommended the establishment of a five-member police board. Duties of the police board include the nomination of candidates for the vacant position of superintendent, the adoption of rules and regulations governing the department, the preparation and submission to the city council of the annual budget request, the hearing of and passing upon all recommendations for disciplinary action calling for dismissal or suspension for more than thirty days. When these recommendations were agreed upon by the state legislature and passed into state law, the power that was specifically denied the police board was the authority to administer or to direct the operations of the police department. These functions were to remain the responsibilities of the superintendent of police. Mr. Wilson was unanimously nominated by his fellow committee members for the position of superintendent, where he served for seven years and implemented many of the changes he had earlier recommended.

As the population of the city increased and demands upon the police force followed suit, the department responded with internal revisions. The early force consisted of men who walked a beat, patrolmen. They were responsible for maintaining order and preventing crime, a basic concern of a new and growing community. As an answer to the increasing problem of unsolved crimes, the department in 1860 created its first Detective Force. Although the size of this force was small, the department promoted only its finest officers to it and such an appointment was considered an honor to which the patrolmen could aspire. This basic split between patrol and detective divisions in the police force is still noticeable today.

Advances in technology precipitated the establishment in 1861 of the Police Patrol and Signal Service. In order to respond quickly to the alarms generated by the new call boxes, there was stationed at each precinct house a patrol wagon manned by police officers. Since these men had to respond to calls resulting from a variety of problems, they had to serve as medical attendants and ambulance drivers, arbiters of family disputes, apprehenders of thieves as well as aid those foot patrolmen who did not have the advantage of speedy transportation.

Women were first employed by the department as police matrons charged with handling female prisoners. The assignment of two matrons to each of the precinct stations as of April 30, 1885, was brought about by increasing concern over the propriety of male officers attending to female prisoners. During 1954 women crossing guards were first assigned to replace policemen at school cross-

ings, a move which was made to free men for other duties. Women in the police force in 1975 are officially called "police officers," not "policewomen" and they are assigned to many different divisions. Women are now working in patrol cars and on tactical teams, as well as in some of the more traditional areas such as the Youth Division.

The identification Bureau was set up in 1884 and the department soon boasted of the fineness of its "Rogues' Gallery." The Bertillon system of identification was used — a cumbersome method which required many exact physical measurements of arrested persons. In 1905 fingerprinting was introduced into the department but it had overcome substantial initial opposition in the department by 1910, when the Illinois Supreme Court upheld fingerprints as admissible evidence.

Various other bureaus within the department were organized as demand dictated. The Murder Bureau, established in 1905, made extensive use of photography with the assignment of photographers to aid in the solution of crimes. The Records Bureau maintained a record of pawnshop holdings and matched reported thefts against lists of newly pawned goods.

Growing consciousness of problems of juvenile delinquency prompted the assignment in 1917 of juvenile officers to precinct stations. Their responsibilities so expanded in scope that a separate bureau, the Juvenile Crime Bureau, was set up in 1946 to handle those growing problems.

Twentieth-century traffic control presented difficulties as the combination of motorized horse power and increased motor vehicle registration brought an all-time traffic death toll of 986 in 1934. That year nine accident prevention cars were assigned to the Accident Prevention Bureau. This was the beginning of a program that through the years would effect a reduction in the number of traffic deaths even though motor vehicle registrations continued to increase.

With the establishment of the Scientific Crime Laboratory in August of 1938, a scientific approach to crime detection was officially sanctioned. Located in the police headquarters building, the unit today operates on a round-the-clock basis. Mobile units as well as microscopy, document, chemistry and spectrographic laboratories have since been added.

The first official Public Relations director was appointed on June 18, 1956. His responsibility was to keep Chicagoans informed about the functions and activities of the department.

Uniforms changed through the years as well. Early Chicago police officers were designated by leather badges, an invention of Mayor John Wentworth. Officers carried heavy canes as batons and signaled for assistance with a device known as a "creaker" which was later replaced by the police whistle. In 1858 the first uniform was adopted; it included a short blue frock coat, a blue navy cap with gold band and a plain brass star. By 1894 changes had been made in the uniform so that various ranks of commanding officers were easily distinguishable. The leather badge was in use from 1860 to 1862 when it was replaced by a silver star. Badges were used by force of city ordinance from 1889 to 1904. In that year, a star imprinted with the city seal and a number was put into use and today's star, except for its smaller size, is quite similar. New recruits to the police department in the mid-1800's were given a piece of cloth and told to have their uniforms made; today's officers receive an annual uniform allowance of \$250 regardless of rank or sex. Specific uniforms for policewomen were first designated on June 28, 1956.

Early Chicago policemen walked their beats and after 1880 were reinforced by police-driven, horse-drawn patrol wagons. As the Loop area became more congested, a mounted patrol composed of forty men and horses was established in 1906. When the Traffic Division was reorganized in 1948, the mounted patrol was eliminated and the forty-one horses in the police stables at 262 East Illinois

Street were auctioned off. Horses were reintroduced to the police department in July, 1974, when demand for increased police surveillance in the parks could be most easily satisfied by a mounted patrol.

The first auto patrol was specially built for the police department and was officially put into use in March of 1906. In 1908 the department purchased three motor vehicles and by 1915 its ownership of fifty vehicles marked the complete motorization of the department. By 1942, thirty-nine of the department's squad cars were equipped so that they could be converted to emergency ambulances. In 1947, these squad cars were replaced by a combination ambulance and prisoner wagon called a squadrol.

The discovery and development of new methods of communication have contributed significantly to the changes made within the police department over the years. Early foot patrolmen walking a beat were really on their own: they could get help only by running back to their precinct station, which, as the city increased in size, could be quite a distance away. The Police Patrol and Signal Service, originated in 1881, alleviated some of these problems. Booths with direct telephone communication to the stations were set up around the city and officers and residents of the neighborhood were given keys to the enclosed sentry boxes. Patrol wagons waiting at the stations would be ready to respond to any calls. There was much initial opposition to this method because officers feared that they could now be held accountable for their time on duty. In time the signal devices were accepted and a revised device, the call box, is still in use today. The adoption of these sentry boxes marked the end of the extreme isolation of the patrolman and the beginning of a more centralized approach to police work.

In 1929 the police department collaborated with the *Chicago Tribune* and installed one-way radio transmitters in five squad cars. Broadcasts were initially made over WGN, the *Tribune*-owned radio station. Because of the initial success of the program, the department's own radio broadcasting system was set up in 1930. Calls to the department were received at and dispatched to patrolling squad cars from police headquarters. Further centralization took place in 1932 with a consolidation of switchboards so that call-box queries were received at the six divisional headquarters instead of at each station. (A departmental order dated September 25, 1921, changed the name of police stations from precinct to district stations.) By 1942 all squad cars were equipped with two-way radios. In 1952, as the newly developed "walkie-talkie" telephone was gaining professional acceptance, the department instituted two-way car-to-car communication. On June 9, 1952, a point-to-point telephone system was begun which permitted contact with nearby suburban, county and state police.

Equipment permitting telephoto transmission of information was installed in the Bureau of Identification in 1957. This made possible the transmission of complete messages consisting of photographs, fingerprints and other pertinent data to police departments having similar equipment. The system will adapt to radio transmission in case of telephone line failure.

The installation of the new Communications Center in 1960 succeeded in revamping the department's earlier communications techniques. Now the dispatchers in Central Headquarters have all the advantages of sophisticated equipment as they work to coordinate police response to citizen calls.

The City Council, on November 9, 1885, established by ordinance two new awards, the Lambert Tree Award and the Carter H. Harrison Gold Medal, which were to be awarded to members of the police and fire departments who distinguished themselves in the protection of life and property. Selected annually by the Chicago Civil Service Commission, the recipients are honored in the autumn. Recognition should be made of the risk taken by members of the police force, for from 1875 to December, 1974, 335 had been killed in the line of duty.

From a decentralized force operating out of three precinct stations to a highly centralized (under O. W. Wilson) department, the Chicago Police Department has grown considerably in size and in its use of modern techniques. From its early days with 3 precinct stations, the department had as many as forty-one separate districts before Mr. Wilson's tenure as police superintendent, a number which he cut back to twenty-one. Under Superintendent James M. Rochford, the department has begun to increase the number of police districts in order to improve police service to individual communities.

Superintendent Wilson moved his own offices, which had been located in City Hall, to the police headquarters. This building, located at 11th and State Streets, was dedicated on March 5, 1963. It encompasses the old thirteen-story headquarters built around 1930, a new connecting building and a former garage. Such a massive building is necessary to house the administrative and technical aspects of a police department enjoined with the problems of protecting a city of 3.5 million people.

POLITICAL DIVISION OF THE CITY

State law stipulates that ward boundaries are to be adjusted every ten years so that population shifts can be taken into consideration and equality of representation be based thereon. Over the years political division of the city has been as follows:

Date	Authority	Number of wards
March 4, 1937	City Charter of March 4, 1837	6
1847	General Assembly	9
1857	General Assembly	10
1863	Revised charter of 1863	16
March 10, 1869	General Assembly	20
April, 1875	General Incorporation Act of April, 1875	18
1888	General Assembly	24
1889	General Assembly	34
1900	General Assembly	35
1923	General Assembly	50

Since the adoption of the 50-ward system there have been four redistrictings, in 1931, in 1947, in 1961 and in 1970. Since 1970, there have been a number of minor redistrictings of individual wards.

CHICAGO CITY HALL

The first meetings of the Town Board of Chicago were held in 1833 in the house of Mark Beaubien which stood near the southwest corner of Lake and Market streets. The first City Hall was in the Saloon Building on the southeast corner of Clark and Lake streets. Here the municipality's business was transacted from 1837 to 1842. In 1842 officials were moved to Mrs. Nancy Chapman's building at the corner of LaSalle and Randolph streets. In 1848 the Market Building was erected and used as a city hall until 1853. In 1850 the city and county agreed on plans for a City Hall to stand in the Court House Square, bounded by Washington and Randolph, Clark, and LaSalle streets. The building was completed during the year 1853, was first occupied in February 1854 and was used until it was destroyed by the great Chicago fire of 1871. After the fire the city took over the First Congregational Church at Ann and Washington streets and conducted relief activities from that point. On October 12, the Council voted to occupy the West Madison Street police station and stayed there until January 1, 1872. At this time the city offices were established in a temporary city hall at Adams and LaSalle streets. Here the offices of the city government remained until the new

permanent City Hall on the old site was completed and ready for occupancy on January 3, 1885. The architect was John Mills Van Osdel. This building was occupied until 1908 at which time city offices were scattered in surrounding buildings while new building was under construction. The present City Hall was dedicated February 27, 1911. The architects were Holabird & Roche. It occupies the west half of an eleven-story building which takes up an entire city block. The east half of the building is occupied by the County office. This twin building is bounded by Randolph, LaSalle, Washington, and Clark streets. The main entrance of City Hall is on LaSalle Street. Flanking this entrance are four relief panels sculpted in granite by John Flanagan, which typify four great features of municipal government — city playgrounds, public schools, the park system and the water supply system. Inside the entrance, at landings on marble stairways to the right and left, are bronze tablets showing various city halls from 1837 to the present. Here, also, is the great seal of the City of Chicago. In 1967 extensive renovation was begun in City Hall to remodel some-existing offices and to provide new quarters for city agencies occupying space outside City Hall.

CHICAGO "I WILL" FIGURE

The idea of picturing the spirit of Chicago dates back to 1891, when the *Inter-Ocean*, a local newspaper, suggested that the city device should be a figure typical of its character in the same way that nations and cities find artistic expression in such nicknames as "Uncle Sam" and "Father Knickerbocker." The *Inter-Ocean* sponsored a contest to achieve such a design or device, and the Chicago "I Will" figure, submitted by Charles Holloway, a prominent artist from Chicago, won the first award. The "I Will" figure is a conception of strength, vitality and heroism. It stands youthful, energetic and bold, and its poise suggests the combination of steadfastness and progress that has made Chicago the wonder city of the world. The expression of the features, the forehead and the farseeing eyes is a token of the brain and mentality behind the intellectual and material development of the city. The leathern strap about the wrist is symbolic of the device frequently used by athletes for reinforcement of the muscles. The carpenter's square held against the hip has in it the peaceful idea of labor and industry, of the era when, according to scriptural verse, swords shall be beaten into ploughshares and spears into pruning hooks. The phoenix crest above the broadening brow recalls the seemingly hopeless cataclysm from which the Chicago spirit arose anew, namely, the Chicago Fire.

THE CHICAGO FLOWER

On June 17, 1966, by resolution adopted in City Council meeting, the chrysanthemum was designated the official flower of the City of Chicago in response to the request of the Committee on Beautification of Chicago.

THE CHICAGO SEAL

The history of Chicago's seal has been traced back to 1833 when the present city was still a town. The design of the town's seal was a primitive yet faithful copy of the obverse side of the half-eagle gold coin of the United States money. Col. T. J. V. Owen, United States Commissioner and President of the Town Board, has been credited with being the author of this first authentic signature of the town's existence. When Chicago was incorporated as a city in 1837, a committee composed of Mayor Ogden and Aldermen Goodhue and Pearsons were appointed to draft a new seal. This committee reported in July, 1837, for enactment as a municipal seal the device which, although the original drawing is lost, is described thus in the ordinance:

"The seal of Chicago shall be represented by a shield (American) with a sheaf of wheat on its center; a ship in full sail on the right; a sleeping infant on the top; an Indian with bow and arrow on the left; and with the motto 'Urbs in

Horto' at the bottom of the shield, with the inscription 'City of Chicago-Incorporated, 4th of March, 1837' around the outside edge of said seal."

Amendments to the above ordinance were made in June, 1854, and February, 1893, the first amendment specifying that "over the shield an infant reposes on a sea-shell," while the latter amplifies this by decreeing a "sleeping infant on top, lying on its back on a shell."

As a result of the fact that no faithful reproduction of the seal authorized by ordinance was in use in the city's various departments, a new and corrected design and description of the municipal seal was provided for by ordinance of March 20, 1905, having for its chief recommendation heraldic and historic accuracy. This is the present seal of the City of Chicago, and it is described in Chapter 2, Section 2-1 of the Municipal Code as follows:

2-1. The seal provided and authorized for the city shall be an obverse side with a diameter of two and three-eighths inches, the impression of which is a representation of a shield (American) gules, argent and azure (in red, white, and blue); with a sheaf of wheat in fess-point (center) or (in gold); a ship in full sail on dexter (as right side supporter) proper; on top an infant proper, in a shell argent (in silver); an Indian chief with a bow and arrow proper, on sinister (as left side supporter) standing on a promontory, vert (in green); with the motto, "Urbs in Horto," or, on scroll, gules (in gold on red flowing ribbon) at bottom of the shield; with the inscription, "CITY OF CHICAGO; INCORPORATED 4TH MARCH, 1837," or (in gold), within an azure (blue) ring around the outer edge of said seal, which seal represented as aforesaid and used with or without colors shall be and is hereby corrected, established, declared to have been, and now to be, the seal of the city. For general use, the plain impression in white containing the figures as given above, as shown herewith, shall be sufficient.

The symbolic meaning of the seal is as follows: The shield represents the national spirit of Chicago. The Indian, representing the discoverer of the site of Chicago, is also indicative of the aboriginal contribution which enters into its history. The ship in full sail is emblematic of the approach of the white man's civilization and commerce. The sheaf of wheat is typical of activity and plenty, holding the same meaning as the cornucopia. The nude babe in the shell is the ancient and classical symbolism of the pearl, and Chicago, situated at the neck of the lake signifies that it shall be "the gem of the lakes." The infant, represented in repose, has the additional meaning of contentment, peace and purity. The motto "Urbs in Horto" means "City in a Garden." "March 4, 1837" in the seal is the date of the incorporation of the city.



THE MUNICIPAL FLAG OF CHICAGO

As stated in the Municipal Code: (Chapter 2, Section 2-3)

2-3. The municipal flag shall be white, with two blue bars, each taking up a sixth of its space, and set a little less than one-sixth of the way from the top

and bottom of the flag, respectively. There shall be four bright red stars with sharp points, six in number, set side by side, close together, next to the staff in the middle third of the surface of the flag. The said red stars on the municipal flag shall be designated from the hoist outwards as follows:

Fort Dearborn,

The Great Chicago Fire of October 8-10, 1871,

The World's Columbian Exposition of 1893,

The Century of Progress of 1933.

The proportions of the municipal flag and standard shall be preferably two in height to three in breadth, or three in height to five in breadth, in banners to be borne by hand, and as one to two in flags to be flown from masts and staffs, or in any of the dimensions officially prescribed for the national ensign by the government of the United States. When suspended from windows or over a street, the municipal flag may be pointed or notched.

The municipal standard shall be made of silk, and be fringed with gold.

The two bars of blue in the flag represent the Chicago River and its two branches. The center bar of white represents the west division of the city while the outer, narrower bars of white represent the north and south divisions. The original two-star flag was designed by Wallace Rice and adopted in 1917. The Fort Dearborn star was added in 1939 and the Century of Progress star was added in 1933. The five-pointed star usually seen on flags is a symbol of a sovereign State and therefore was considered by Mr. Rice as being not appropriate for a city flag. He designed the six-pointed star used on the Chicago flag and referred to it as the Chicago star. The points of the first star mean transportation, labor and industry, commerce and finance, populousness, and salubrity (wholesomeness).

The points of the second star symbolize religion, education, esthetics, justice, beneficence, and civic spirit.

The third star spells out the history of the area from the year of Father Marquette: France, 1693; Great Britain, 1763; Virginia, 1778; Northwest Territory, 1798; Indiana Territory, 1802; and Illinois statehood, 1818.

Points of the fourth star represent: world's third largest city, the city's Latin motto — *Urbs in Horto* (City in a Garden), the "I Will" motto, great central market, wonder city, and convention city.



CHICAGO'S MUNICIPAL FLAG

THE MUNICIPAL DEVICE (Y-SHAPED FIGURE)

As stated in the Municipal Code: (Chapter 2, Section 2-7)

The municipal device, for use by the varied unofficial interests of the city and its people, shall show a Y-shaped figure in a circle, colored and designed to suit individual tastes and needs.

The Y figure represents the Chicago River, north and south branches. In some uses of the figure, the word "Chicago" appears at the top of the circle, the words "I Will" appear above the Y, and the words "opportunity and a square deal" appear within the bottom of the circle.



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